

Greatly through the results of the pipe-line sys-

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by a company in transporting it and so perhaps, in the light of that, that every pipeline is a success story and that might not be shown and enjoyed at headquarters in New York at the time.

The revolution that piping of oil has made in the course of its transformation is almost incredible.

In 1904 the freight on a barrel of oil from Pittsburgh to New York was \$2.50. In 1895 it was \$1.00 and in 1900 it was \$0.50. In 1910 it was \$0.40. The barrel alone is a success story. To-day the freightage on a barrel of oil from the oil region to the refineries at the coast is \$0.10.

As for the pipeline system the time has come when that are among the centers of industry and the summer of the country would not have been increased by nearly \$50,000,000 last year.

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**HIGHLAND**, March 9.—Saturday was one of the coldest days we have experienced lately in this little country village. At the right-hand side of the road leading from Highland is a tract of low-lying land, usually covered with water, which for some time had

The railroads refused today to grant the petition for a writ of habeas corpus, claiming the railway commission had no jurisdiction to set the transportation rates for dry goods. In consequence the merchants and the retail traders must appear in the courts, and they have requested a fund to carry the litigation to the Supreme Court of the United States, provided it is necessary to do so.

The Manhattan Railway Company has declared a great quarterly dividend of 1 1/2 cents a share.

At an annual meeting of stockholders of the Pennsylvania Railroad Company, held today, it was decided that the Adams Express Company's freight was to be charged at the same price of per ton, and that the surplus proceeds should be distributed among the shareholders in proportion to the amount of stock they own out of business. A resolution was adopted authorizing the directors of the company to

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